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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/580,388	02/16/2007	Sascha Kopplin	10191/4156	2563

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EXAMINER	
PATEL, NIMESH G	
ART UNIT	PAPER NUMBER
2111	
MAIL DATE	DELIVERY MODE
10/03/2008	PAPER

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Office Action Summary	Application No.	Applicant(s)	
	10/580,388	KOPPLIN, SASCHA	
	Examiner	Art Unit	
	NIMESH G. PATEL	2111	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE *3* MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

1)☒ Responsive to communication(s) filed on *07 July 2008*.

2a)☐ This action is **FINAL**. 2b)☒ This action is non-final.

3)☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

4)☒ Claim(s) *11-17,19 and 20* is/are pending in the application.

4a) Of the above claim(s) _____ is/are withdrawn from consideration.

5)☐ Claim(s) _____ is/are allowed.

6)☒ Claim(s) *11-17,19 and 20* is/are rejected.

7)☐ Claim(s) _____ is/are objected to.

8)☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

9)☐ The specification is objected to by the Examiner.

10)☒ The drawing(s) filed on *10 December 2007* is/are: a)☒ accepted or b)☐ objected to by the Examiner.

Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).

Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

11)☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

12)☒ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

a)☒ All b)☐ Some * c)☐ None of:

1.☒ Certified copies of the priority documents have been received.

2.☐ Certified copies of the priority documents have been received in Application No. _____.

3.☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

1) ☒ Notice of References Cited (PTO-892)
2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)
3) ☐ Information Disclosure Statement(s) (PTO/SB/08) Paper No(s)/Mail Date _____.
4) ☐ Interview Summary (PTO-413) Paper No(s)/Mail Date. _____ .
5) ☐ Notice of Informal Patent Application
6) ☐ Other: _____.

DETAILED ACTION

Continued Examination Under 37 CFR 1.114

1. A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after final rejection. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the finality of the previous Office action has been withdrawn pursuant to 37 CFR 1.114. Applicant's submission filed on July 7, 2008 has been entered.

Claim Rejections - 35 USC § 103

2. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

> (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.

3. Claims 11-14, 16 and 19-20 are rejected under 35 U.S.C. 103(a) as being unpatentable over Osmer et al.(US 2001/0010424), Hamperl et al.(US 6,776,029) and Denuto et al.(Lin Bus and its Potential for use in Distributed Multiplex Applications), submitted by Applicant.

4. Regarding claim 11, Hamperl discloses a connecting element, comprising: a connecting arrangement to a bus(Figure 2, L); and a bus communications arrangement(Figure 2, 1) including a toroidal core store that stores sensor data(Column 8, Lines 34-40).

Hamperl does not specifically disclose the connecting element for a weight measurement in a vehicle seat, wherein the bus is a single wire bus. However, one of ordinary skill in the art would recognize that weight measurement in a vehicle seat is well known in the art. Osmer discloses a system for sensing the weight of an occupant in a vehicle seat. It would

have been obvious to combine the teachings of Hamperl and Osmer, since this would enable the use of the sensed weight of the occupant to help decide the force of the airbag system.

Hamperl and Osmer do not specifically disclose a single wire bus. However, one skilled in the art would recognize that a single wire bus would reduce the costs compared to multiple wire bus. Denuto discloses a single wire bus used in automotive applications(Figure 4). It would have been obvious to one of ordinary skill in the art to combine the teachings of Hamperl, Osmer and Denuto since this would allow the use of a single wire bus, thereby saving costs.

5. Regarding claim 12, Denuto discloses a connecting element, wherein the connecting arrangement is configured so that the connecting arrangement indicates installation position of the connecting element using hardware encoding(Page 6, Last Paragraph).

6. Regarding claim 13, Denuto discloses a connecting element, wherein the connecting arrangement includes: a voltage connection, a data communications connection, a ground connection(Figure 4), and Osmer discloses configuration connection, a wiring configuration of the configuration connection indicating the installation position(Figure 1, 58).

7. Regarding claim 14, Hamperl discloses a connecting element, wherein the connecting element further comprising an indicator to retrieve the measured value(Column 8 Lines 39-40).

8. Regarding claim 16, Denuto discloses a connecting element, wherein the connecting element is configured as a slave to the bus communications(Figure 4).

9. Regarding claim 19, Hamperl discloses a bus system, comprising: a control unit(Figure 2, Control Device) for activating a personal protective device as a master; at least two connecting elements(Figure 2, 1) configured as slaves that record sensor data as directed by the control unit(Column 8, Lines 34-40).

Hamperl does not specifically disclose the connecting element for a weight measurement in a vehicle seat, wherein the bus is a single wire bus. However, one of ordinary

skill in the art would recognize that weight measurement in a vehicle seat is well known in the art. Osmer discloses a system for sensing the weight of an occupant in a vehicle seat. It would have been obvious to combine the teachings of Hamperl and Osmer, since this would enable the use of the sensed weight of the occupant to help decide the force of the airbag system.

Hamperl and Osmer do not specifically disclose a single wire bus. However, one skilled in the art would recognize that a single wire bus would reduce the costs compared to multiple wire bus. Denuto discloses a single wire bus used in automotive applications(Figure 4). It would have been obvious to one of ordinary skill in the art to combine the teachings of Hamperl, Osmer and Denuto since this would allow the use of a single wire bus, thereby saving costs.

10. Regarding claim 20, Osmer discloses a bus system, wherein the at least two connecting elements include four connecting elements installed in the vehicle seat(Paragraph 31).

11. Claim 15 is rejected under 35 U.S.C. 103(a) as being unpatentable over Hamperl, Osmer, Denuto and Rudduck(US 2005/0172462).

12. Regarding claim 15, Hamperl, Osmer and Denuto do not specifically disclose a connecting element, further comprising: a memory storing a serial number that characterizes the connecting element. However, Rudduck discloses a memory storing a serial number that characterizes the connecting element(Paragraph 88). It would have been obvious to one of ordinary skill in the art to combine the teachings of Hamperl, Osmer, Denuto and Rudduck to store a serial number in the connecting element since this can uniquely identify each sensor made by the manufacturer.

13. Claim 17 is rejected under 35 U.S.C. 103(a) as being unpatentable over Hamperl, Osmer and Rudduck.

14. Regarding claim 17, Hamperl discloses a method for bus communications between a control unit(Figure 2, Control Device) for activating a personal protective device as a master,

and at least one connecting element as a slave(Figure 2, 1), comprising: sending the at least one connecting element a request message from the control unit; and transmitting from the connecting element sensor data to the control unit as a function of the request message(Column 8, Lines 23-25).

Hamperl does not specifically disclose the connecting element for a weight measurement in a vehicle seat, wherein the bus is a single wire bus. However, one of ordinary skill in the art would recognize that weight measurement in a vehicle seat is well known in the art. Osmer discloses a system for sensing the weight of an occupant in a vehicle seat. It would have been obvious to combine the teachings of Hamperl and Osmer, since this would enable the use of the sensed weight of the occupant to help decide the force of the airbag system.

Hamperl and Osmer do not specifically disclose causing the control unit to assign to the at least one connecting element a respective address in accordance with a respective serial number of the at least one connecting element. However, Rudduck discloses assigning a connecting element a respective address in accordance with a respective serial number(Paragraph 88). It would have been obvious to one of ordinary skill in the art to combine the teachings of Hamperl, Osmer and Rudduck to use serial number addressing since this would give a unique address and identifier to each sensor, thereby distinguishing one sensor from the other sensors and establishing communications to each specific sensor as needed by the controller.

Response to Arguments

15. Applicant's arguments with respect to claims 11-17 and 19-20 have been considered but are moot in view of the new ground(s) of rejection.

Conclusion

Any inquiry concerning this communication or earlier communications from the examiner should be directed to NIMESH G. PATEL whose telephone number is (571)272-3640. The examiner can normally be reached on M-F, 8:30-6:00.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Rinehart H. Mark can be reached on 571-272-3632. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/Nimesh G Patel/
Examiner, Art Unit 2111

/Glenn A. Auve/
Primary Examiner, Art Unit 2111